



TYPICAL TRENCH PLATE DETAIL

NOTES:

- 1.) THE CONTRACTOR SHALL PROVIDE A MINIMUM 12" LAP OF STEEL PLATE ON EACH SIDE OF TRENCH TO ASSURE NO SLIPPING OF PLATE OR COLLAPSING OF TRENCH WALL. WHERE 12" LAP CANNOT BE MET, ENGINEERING DESIGN IS REQUIRED AND SHALL BE APPROVED BY THE CITY ENGINEER.
- 2.) STEEL PLATE MUST FIT SNUG WITHIN THE RECESSED AREA AND INSTALLED TO OPERATE WITH MINIMUM NOISE.
- 3.) THE PAVEMENT SHALL BE COLD PLANED TO A DEPTH EQUAL TO THE THICKNESS OF THE PLATE AND TO A WIDTH AND LENGTH EQUAL TO THE DIMENSIONS OF THE PLATE.
- 4.) THIS STANDARD SHALL BE IMPLEMENTED ON ALL PROJECTS WITHIN THE VEHICULAR TRAVELED WAY UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
- 5.) MULTIPLE PLATES MUST BE TACK WELDED AS NEEDED TO SECURE PLATES, 6" MINIMUM.
- 6.) ALL PLATES MUST MEET REQUIRED TRAFFIC LOADS, AND BE SKID-RESISTANT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE APPROPRIATE SELECTION AND MAINTENANCE OF THE STEEL PLATES.
- 7.) STEEL PLATES MUST BE REMOVED AND PERMANENT PAVEMENT SHALL BE PLACED WITHIN FIFTEEN (15) WORKING DAYS OR AS APPROVED BY THE CITY ENGINEER.
- 8.) ADVANCE WARNING SIGNS "STEEL PLATES AHEAD" SHALL BE PLACED WHEN PLATING IS WITHIN THE TRAVELED WAY.

CAPITAL PROJECTS		DATE	01/11	CITY OF MORENO VALLEY	
APPROVED BY				PREPARED BY CAPITAL PROJECTS	
 PUBLIC WORKS DIRECTOR / CITY ENGINEER		DIVISION MANAGER INITIAL 		RECESSED TRENCH PLATE DETAIL	
				5 of 5	
				NO. 602E	